

Approved For Release 2008/07/11 : CIA-RDP80T00246A000601130001-9

Page Denied

USAF review completed.

ARMY review completed.

NAVY review completed.

Approved For Release 2008/07/11 : CIA-RDP80T00246A000601130001-9

C-O-N-F-I-D-E-N-T-I-A-L		SEE BOTTOM OF PAGE FOR SPECIAL CONTROLS, IF ANY	
INFORMATION REPORT		This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.	
PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY		25X1	
COUNTRY Hungary	USAF review completed.		
SUBJECT Kalocsa Airfield		DATE DISTRIBUTED 19 Mar '57	
NAVY review completed.	ARMY review completed.	NO. OF PAGES 10	NO. OF ENCLS. 25X1
		SUPPLEMENT TO REPORT #	
THIS IS UNEVALUATED INFORMATION			
<p> <u>This report is the result of a joint collection effort by the Air Force, the Army, the Navy, and CIA and is disseminated in accordance with the provisions of NSCID #7.</u> </p>			
25X1			
<ol style="list-style-type: none"> Kalocsa Airfield is located at 46° 32' 30"N - 18° 57' 00"E, approximately 1/2 mile north of the Kalocsa-Fokto (46° 31'N - 18° 55'E) road. It is roughly rectangular in shape, extending almost exactly north-south. The field is entirely used by the military. There are no Soviet personnel stationed on or near the field. There is a single runway at Kalocsa with associated taxiways and aprons, all of 40-45 cm thick concrete. The runway is 2,000 meters long and approximately 60 meters wide. The bearing of the runway is 358 degrees. Its surface slopes approximately one degree towards the west for drainage purposes. Repairs to the runway were necessitated approximately two years ago, due to ground water damage which is a constant threat because of the proximity of the Danube, whose water level is normally slightly higher than the runway surface. Drainage of the runway is accomplished by underground concrete pipes leading from the west edge of the runway to a ditch running along the west fence of the field. The soil in the area is a sand-clay mixture with a top soil layer of about 30 cm thickness. The runway is marked with a black stripe, 1.5 meters wide, running the entire length of the center line, and with two transverse black stripes, one 600 meters from each end. Runway and taxiways are fringed by an extensive lighting system. The normal spacing of lights along the edge of runway and taxiways is 50 meters. Red marker lights are located abreast of the two transverse black lines to mark the runway end zones at night. A searchlight unit with six searchlights provides general runway illumination for night operations. All taxi strips, hardstands and ready stands are made of concrete of the same thickness as the runway, except that the first 10 or 12 hardstands toward the north are of macadam with 1 x 1 meter concrete blocks on which the wheels of the aircraft rest. There is a total of approximately 40 hardstands, 10 meters long by 6 meters wide. The taxi strips are uniformly 40 meters wide. There are two ready stands, one at the north end of the runway, 100 meters by 50 meters, rectangular in shape; and one at the south end, roughly elliptical, of the same dimensions. 			
C-O-N-F-I-D-E-N-T-I-A-L			
DISTRIBUTION	STATE	ARMY	NAVY
			AIR

C-O-N-F-I-D-E-N-T-I-A-L

- 2 -

25X1

5. A small aircraft weapons and small arms test range is located near the north end of the runway and access to the range is via the north ready stand. The range is approximately 100 meters wide and is built into the side of a small natural hill. The backstop consists of an earth bank 10 meters high by 10 meters deep, backed by a brick wall. The firing line is located approximately 50 to 60 meters in front of the backstop.
6. The fuel tanks for the field are located in the fenced area surrounding the pump house and the fuel laboratory. There are approximately seven tanks, completely underground, surmounted by earth mounds from which hand pumps and vapor vents protrude. The hand pumps are only used in an emergency, the fuel being pumped normally either by the electric pumps in the pump house or by the pumps installed on the tank trucks. The hose connections for all tanks are brought out to the small access road leading through the fuel storage area. Approximately 25 thousand liters of fuel were used in the course of a normal flight day. This amount of fuel represented only a very slight portion of the tank capacity. The earth mounds over the tanks were approximately 6 to 8 meters in diameter and 3 to 4 meters high.
7. The pump house contained an unknown number of pumps. It was a building approximately six meters long by six meters wide, with a height of about four meters. The roof was flat, of reinforced concrete construction, topped with tar and gravel. The building itself was made of brick. (Note: All buildings on the base were made of brick with flat reinforced concrete roofs topped with tar and gravel, except where specifically mentioned otherwise.)
8. The fuels delivered to the base were tested in the fuel laboratory for quality and suitability for the different types of aircraft stationed at the field.
9. The main ammunition storage area was located off the main field on the bank of the Danube to the west of the base. This area was roughly triangular in shape, bounded on the west by a 6-7 meter embankment. The remaining two sides were enclosed by a barbed wire fence. Access to the area was from the north. A second barbed wire fence surrounded an inner storage area where aircraft ammunition and bombs were stored. This area also was used for storing hand grenades belonging to a technical brigade stationed in the town of Kalocsa. The actual storage facilities within the inner fence consisted of four rows of concrete huts, 5 x 5 meters in area and $4\frac{1}{2}$ meters high with the usual flat graveled roofs, having one meter thick walls and surrounded by earth revetments.

25X1

This inner area was guarded by soldiers armed with submachine guns stationed on five wooden guard towers placed along the inner fence. The towers were six meters high and equipped with a searchlight. To the north of the inner storage area and within the outer fence were 10 large brick sheds, open to the south, with flat concrete roofs supported by reinforced concrete pillars at the corners. The sheds were 60 to 70 meters long, 10 to 12 meters wide and 6 to 7 meters high. They were used for the storage of small ammunition in cases. This ammunition belonged also to the technical brigade stationed in Kalocsa. A guard room was located near the entrance to the inner storage area. Additional ammunition was stored on the field in the technical supply building. This was a one-story building, approximately 20 meters wide and 60 to 70 meters long, of standard construction. The amount of ammunition in this building was kept to the basic load of machine gun ammunition for all aircraft stationed on the field, in addition to a small amount of .62 rifle and submachine gun ammunition, some hand grenades and 1-2 cases of pyrotechnical cartridges for signal pistols. The building also contained some technical supplies and a weapons repair shop.

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

- 3 -

10. The base hospital was a standard structure, 25 to 30 meters wide and 50 meters long, consisting of two stories. There was a medical supply room on the ground floor. [redacted] 25X1
[redacted] the building was not used as a regular hospital, although all the requisite equipment was available. Only dispensary services were available, and some of the wards were used for recuperative purposes. 25X1
11. The operations building is about 60 meters long, 30 to 35 meters wide, approximately 10 meters high. It has two floors, is of standard construction, and on its northwest corner is the control tower, a cube with glass walls, approximately four meters on the side. The facilities contained in the building are listed below:
- (1) Control room for landing and navigation lights.
 - (2) Lounge for personnel employed in landing and navigation light control.
 - (3) Weather station.
 - (4) Furnace room.
 - (5) Supply room for navigational aids.
 - (6) Battery room for emergency power for landing and navigation lights.
 - (7) Latrine.
 - (8) Stairway to control tower and locker room for pilots.
 - (9) Fighter control and operations room.
 - (10) Dispatcher and radio navigation aid control room.
 - (11) Radio operators' lounge.
 - (12) Radio room (receivers and remote keying of transmitters).
 - (13) Air photo room (processing laboratory and evaluation).
 - (14) Telephone switchboard.
 - (15) Officers' lounge for fighter control and operations.
 - (16) Enlisted men's lounge for fighter control and operations.
 - (17) Latrine.
12. Two buildings are used as quarters for enlisted personnel on the base; both are three-story barracks of standard construction, 35 meters wide by 50 meters long. One of these buildings houses approximately 250 men. About half of the bottom floor is used as a clothing supply room. The other building is used exclusively for quarters and has a capacity of about 300 men.
13. There is one building used as quarters for officers and senior NCO's. It is a three-story building of standard construction, approximately 100 meters long by 12 to 13 meters wide and 15 meters high. It contains about 20 rooms per floor, with a capacity of two to four persons per room.
14. There were two maintenance hangars on Kalocsa, neither of which had built-in shop facilities. Tools and equipment were brought to the building in trucks and shop vehicles in the amounts necessary for the particular work in progress. One of the hangars was a small temporary building with brick walls over an iron pipe frame and a gabled slate roof. It was about 30 meters wide by 30 meters deep and 10 to 15 meters high and provided room for two aircraft undergoing maintenance. The front of the building was open. The second hangar was still under construction when I departed. Construction was begun in the summer of 1956. In November of that year the walls had been completed, and 70% of the interior partitions were standing. When finished, the building will be a brick structure with 80 cm thick outer walls. The inner walls will be 40 cm thick. The building will be 120 meters long by 60 meters wide and 10 meters high with two large sliding doors in front. It will provide space for eight to ten aircraft undergoing maintenance.

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

- 4 -

25X1

15. The food storage and communications supply building was 100 meters long by 20 meters wide by five meters high, single-story, standard construction.
16. Special supply and headquarters was in a three-story building, 60 meters long by 25 to 30 meters wide by 30 meters high, standard construction. The supply portion of the building was used for the storage of radio equipment and miscellaneous instruments.
17. The air compressor station was a standard building, eight meters long by five meters wide by $4\frac{1}{2}$ meters high. The building contained two air compressors of Soviet manufacture which were used for filling compressed air bottles for use in aircraft to operate starter and brakes. The bottles were about 1.5 meters tall and 20 to 25 cm in diameter. There were usually from 80 to 100 bottles stored in the building.
18. The oxygen station was a standard building, 30 meters long by five to six meters wide by $4\frac{1}{2}$ meters high. It contained oxygen generating and compressing equipment. The oxygen was filled into two types of bottles: Small bottles of two to 2.5 liters capacity for use by air crews (two per pilot) and larger bottles for use in connection with welding equipment. There were two permanently installed oxygen generators and one mobile generator in the building.
19. The battery shop was a standard building, 30 meters long by five to six meters wide by $4\frac{1}{2}$ meters high. All aircraft and automotive batteries were serviced by this shop.
20. The automotive maintenance shop and garage was in a standard building, 120 to 130 meters long, 30 meters wide, 10 to 12 meters high. All vehicles, regardless of unit assignment on the base, were serviced.
21. Coal and wood for the heating of base buildings were stored in a building of standard construction except for a gabled tile roof, 120 to 130 meters long, 10 to 12 meters wide, five to six meters high.
22. The ready room was of standard construction except for slanted tile roof, 20 meters long, five to six meters wide, $4\frac{1}{2}$ meters high.
23. The headquarters building was of standard construction, three stories (12 to 13 meters) high, 100 meters long and 12 meters wide. It housed the headquarters of the air base support squadron.
24. The mess hall was a T-shaped building of standard construction, 120 meters from north to south, 120 meters from east to west. The north-south wing was 20 meters, the east-west wing 40 meters wide. The building was eight to nine meters high and could accommodate approximately 450 persons at one sitting.
25. The cold storage building was about six meters wide by six meters deep and had a height of five meters. It had a thatched roof and was banked by earth revetments on three sides.
26. The water pump house and well building is of standard construction, eight meters wide, eight meters long and five meters high. The inside floor of the building is sunk two meters below ground level. It contains an electrical pump and two storage tanks of 500 liters capacity each. The well is located in front of the building and is at the most 10 to 12 meters deep.
27. The shower building is of standard construction, 50 meters long by 50 meters wide, six meters high. It contains dressing rooms and shower facilities (40 shower heads).

C-O-N-F-I-D-E-N-T-I-A-L

25X1

C-O-N-F-I-D-E-N-T-I-A-L

- 5 -

28. The post exchange is of standard construction, eight meters long, eight meters wide, five meters high.

29. There is a lounge for personnel working on radio beacon transmitters.

Logistic Support

30. Aircraft parts: Small items were obtained from Kecskemet, large items from Matyasfold and Budapest.

31. Quartermaster supplies: All items from Budapest.

32. Food: Kiskunfelegyhaza.

33. Ammunition: From large ammunition dump in the vicinity of Gyongyos.

34. Fuel: POL formerly obtained from Csepel but arrives now directly from Rumania.

35. Most supplies arrive by rail, but rush orders and small quantities of minor items are sometimes brought by motor vehicle. The stock level of all types of supplies on the base is such that the installation is self-sufficient for approximately one month. This estimate is based on the ability to hold out without fresh supplies during the recent uprisings.

Aircraft

36. During my time at the base the following aircraft types were stationed at the base:

a. MIG-15: The normal full complement for the field was 40 MIG's. Of these 30 to 32 were present at all times, the others being absent on missions or for maintenance. Originally these aircraft were not modified in any manner but a modification program is in progress, as a result of which all the assigned aircraft will eventually be converted to MIG 15 bis. All these aircraft were capable of being equipped with either auxiliary tanks or bombs (up to 50 kg).

b. UTE-MIG-15: There were three two-seater trainers of this type present on the field.

c. YAK 11: Two present for training purposes.

d. YAK 18: Two present for training purposes.

e. Almost no transient aircraft arrived at the field, except for planes carrying inspecting parties from higher headquarters. The largest type of plane ever to land at the field was Camel (C-47).

Maintenance

37. Only minor repairs were made at Kalocsa. These included engine maintenance, engine replacement, engine changes, minor airframe repairs, modifications, and minor electronic equipment maintenance. All major maintenance was performed at Tokol.

All equipment stored at the field which was not in use was given a serviceability check every autumn.

C-O-N-F-I-D-E-N-T-I-A-L

25X1

C-O-N-F-I-D-E-N-T-I-A-L

- 6 -

Order of Battle

38. Four units were stationed at the airfield:

- a. Fighter Regiment (formerly known as the 62d Fighter Regiment),
subordinate to the division whose headquarters
were at Kecskemet

25X1

25X1

(1) Personalities:

- (a) Division Commander: Elek Eory, Lt Col.
- (b) Regimental Commander: Pal Cselowsky, Captain.
- (c) Political Adjutant: Bela Sandor, Captain.
- (d) Flight Adjutant: Name unknown, Captain, recently returned from the USSR.
- (e) Staff Adjutant: Gyula Turbuc, Captain.
- (f) Regimental Engineering Officer: Name unknown, 1st Lt.
- (g) Operations Officer: Istvan Nagy, 1st Lt. There were four squadron leaders, all 1st Lts.

(2) Aircraft: 40 MIG 15s.

(3) Officer Strength: 350 (approximately), approximately 250 present for duty.

(4) Enlisted Strength: 160 (approximately).

(5) No organic transportation.

- b. 112 OREMUZ (Air Base Support Squadron)

25X1

(1) Personalities

- (a) Commanding Officer: Ferenc Dtein, Captain.
- (b) Political Adjutant: Jozsef Magyar, Major.
- (c) Staff Adjutant: Janos Vemus, Captain.

(2) Officer Strength: 55 (approximately).

(3) Enlisted Strength: 275 (approximately).

(4) Organic Transportation:

- (a) 5 - Skoda Staff Cars.
- (b) Approximately 35 3/4-ton trucks, US-made.
- (c) Approximately 10 3-ton Csepel trucks.
- (d) Approximately 70 tank trucks of various types.
- (e) 2 shop trucks.

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

- 7 -

- (f) 1 fire truck.
- (g) 1 weather instrument vehicle.
- (i) 4 radio vehicles.

25X1

c. Fourth OSZP (Landing and Navigational Aid Unit)

(1) Personalities:

- (a) Commanding Officer: Ferenc Egedy, 1st Lt.
- (b) Political Adjutant: Jozsef Parcel, 2d Lt.

(2) Officer Strength: 12.

(3) Enlisted Strength: 83 authorized, approximately 65 present for duty.

(4) Organic Transportation:

- (a) Staff Cars: 1.
- (b) Trucks: 3.

25X1

(c) Radio and Searchlight Equipment Vehicles: 12.

d. Radar Unit:

It consists of approximately six officers and 25 enlisted men.

25X1

Security

39. There were three guard shacks on the airfield and two guard posts located inside of buildings. One sentry patrolled the inside of the POL area and two sentries with dogs patrolled the flight line.

Rail Facilities

40. A spur line with two switches and a single siding passed into the airfield enclosure. This spur connected directly with the main line at the Kalocsa railroad station. An unused spur joined this airfield spur just south of the fence and led southwest in the direction of an unfinished right of way, which eventually is intended to contain a new main line to Budapest, running between the Danube and the west edge of the field. No tracks exist along this right of way as yet.

25X1

Other Installations in the Vicinity

41. Filter Center at Kecskemet.

42. Technical Brigade, Kalocsa, commanded by a major. There were 400 men in town at that time, more were to arrive. This unit replaced an infantry division formerly stationed there. The brigade was capable of bridge construction, mine laying and similar activities. It had, among others, organic signal troops.

C-O-N-F-I-D-E-N-T-I-A-L

25X1

C-O-N-F-I-D-E-N-T-I-A-L

- 8 -

43. Armored Regiment in Kalocsa. About 45 tanks were assigned to the regiment.

Radar

44. The radar unit assigned to Kalocsa airfield operates a P-20 radar set. This set consists of an antenna and transmitter unit, an operations truck, type ZIS 151 and a power unit.

25X1

25X1

Prior to the arrival of the P-20, the field was serviced by a P-8 type radar, which has since been removed.

Communications

45. The radio net in which Kalocsa airfield operated included Ollep, Kecskemet, and Kiskunlachaza (47° 11'N - 19° 00'E). Ollep entered the net only occasionally, when traffic of overriding priority had to be passed. Kecskemet, as division headquarters, was the net control station. The other regiment in the division was located in Kiskunlachaza. This net handled only urgent traffic. The remainder of the traffic was usually passed by teletype. The net operated normally in the 3 to 4 mc band, with A1 emission.
46. Equipment: Two transmitters were available: One R-40 ADO CSO Gyar 500 watt transmitter, and one R-50 ADO CSO Gyar 1400 watt transmitter. There were six NV-1 Standard receivers in use, two used as stand-by. The equipment was operated in six-hour shifts, with four operators, six technicians and one officer per shift.
47. Teletype: One Siemens teletype machine was in use at the field, operating on a direct line to Ollep. Ollep served as exchange and could make contact with any other teletype station in Hungary.
48. Telephone: Direct local battery telephone lines existed from Kalocsa airfield to Kecskemet airfield and to Ollep. Either of these stations could make connections to any other local battery phone in the country.
49. All air-ground communications were by VHF voice radio. The ground equipment was Soviet-produced, 4-channel, crystal-tuned equipment. Twenty-two different frequencies were available. The actual equipment was mounted in three ZIS 151 trucks, each equipped with a two wheel trailer containing the power supply. Normally, however, the equipment received its power from the regular power net. Two of the trucks were equipped with one large transmitter and two receivers each, one of the trucks being removed from the control tower, while the other was operated from the fighter control room. The third truck contained two smaller transmitters, operating on the same frequencies as the larger ones. This truck also had two receivers. One transmitter and one receiver was removed from the control tower, the other transmitter and receiver from fighter control. This truck was only used while aircraft were on the ground, in the pattern, and during landing and take-off. All three trucks used disc-cone antennas on telescoping masts. All ground and air-ground communications were operated by personnel of the Air Base Support Squadron.

Landing and Navigation Aids

50. In addition to runway lighting and illumination, there are three types of radio navigation and landing aids in use on Kalocsa airfield:

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

- 9 -

25X1

- a. Radio Beacons: Two radio beacons are operating from positions in line with the center line of the runway and one km and four km north of the end of the runway respectively. The near beacon operates at frequencies near 350 kc and transmits a steady tone, interrupted by the letters R R in international Morse code. The transmitter used for this beacon is an R-51 250 watt transmitter, with an R-52 1400 watt transmitter as stand-by. The far beacon operates at frequencies between 500 and 600 kc and transmits a steady tone interrupted by the letters K K in international Morse code. The transmitters used are the same as those at the near beacon, except that the normal power used is 1400 watts, while 250 watts is used for stand-by power. Both beacons use center-fed triple wire antennas, 30 to 32 meters long, oriented transversally to the runway.
- b. Approach marker beacons: One VHF approach is associated with each of the radio beacons. Both operate in the four meter band and utilize a half-wave dipole each, polarized horizontally and mounted transversally to the runway. Each dipole is mounted over a perforated metal reflector, approximately three meters by four meters in area. The transmitting equipment is of Soviet origin; [redacted] Nameplate data were not available, the equipment is merely marked with the word "MARKER". Recently, some Hungarian equipment has also been used for tests in connection with the marker beacons. Either beacon can be made to transmit either dots, dashes, or a succession of alternate dots and dashes.
- c. Radio direction finder: One APR-4 VHF radio direction finding receiver is available at Kalocsa. It is tuned to the same four channels used by the air-ground communications set. The equipment is mounted in a ZIS 151 truck and is of Soviet origin. A fixed array of four dipoles, vertically polarized and mounted on a telescoping tubular mast is used in conjunction with a goniometer. The dipoles are arranged in pairs aligned with the major compass directions.

25X1

[redacted] classified CONFIDENTIAL, are:

25X1

1. Overlay sketch of Kalocsa Airfield, with the following legend:
 - (1) Main installation
 - (2) Ammunition storage
 - (3) Technical brigade
 - (4) Armored regiment
2. Layout sketch of Kalocsa Airfield with the following legend:
 - (1) Pump house
 - (2) Fuel laboratory
 - (3) Technical supply building
 - (4) Maintenance hangar
 - (5) Hangar (under construction in 1956)
 - (6) EM billets and clothing storage
 - (7) Storage and communications supply
 - (8) Special supply and headquarters/guard post
 - (9) Operations building/guard post
 - (10) Base hospital
 - (11) EM billets
 - (12) Officers' and senior NCO's billets
 - (13) Guard shack
 - (14) Guard shack
 - (15) Air compressor station/guard post

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

- 10 -

25X1

- (16) Oxygen station
- (17) Battery shop
- (18) Automotive maintenance and garage
- (19) Fuel storage
- (20) Ready room
- (21) Headquarters building
- (22) Mess hall
- (23) Cold storage
- (24) Water pump house and well
- (25) Shower room
- (27) Post exchange
- (28) Radar/Lounge for personnel
- (29) Ready stand
- (30) Ready stand
- (31) Small arms test range
- (32) Near beacon
- (33) Dipole and reflector
- (34) Dipole and reflector
- (35) Far beacon

3. ☐ sketch of the fuel laboratory building.

25X1

4. ☐ sketch of the ammunition dump with the following legend:

- (1) Inner storage area
- (2) Guard room
- (3) Guard towers
- (4) Small ammunition storage sheds

5. ☐ sketch of the operations building, with the legend corresponding to the numbers preceding the designations in Paragraph 11.

25X1

6. Organizational chart of OSZP (Landing and Navigational Aid Unit).

7. ☐ sketch of the radar set described in Paragraph 44.

25X1

8. Sketches showing external appearance of R-50, R-51 and R-52 transmitters.

- end -

C-O-N-F-I-D-E-N-T-I-A-L

Approved For Release 2008/07/11 : CIA-RDP80T00246A000601130001-9

Page Denied

AF FORM 112—PART II

APPROVED 1 JUNE 1948

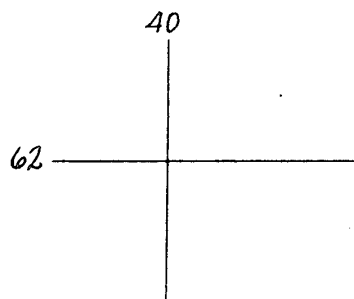
CONFIDENTIAL
(CLASSIFICATION)

25X1

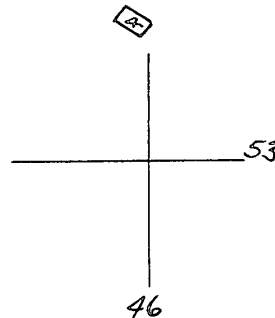
AIR INTELLIGENCE INFORMATION REPORT

25X1

PAGE 12 OF 19 PAGES



AMS SERIES M773
SHEET 5362W
KALOC SA
1:50,000

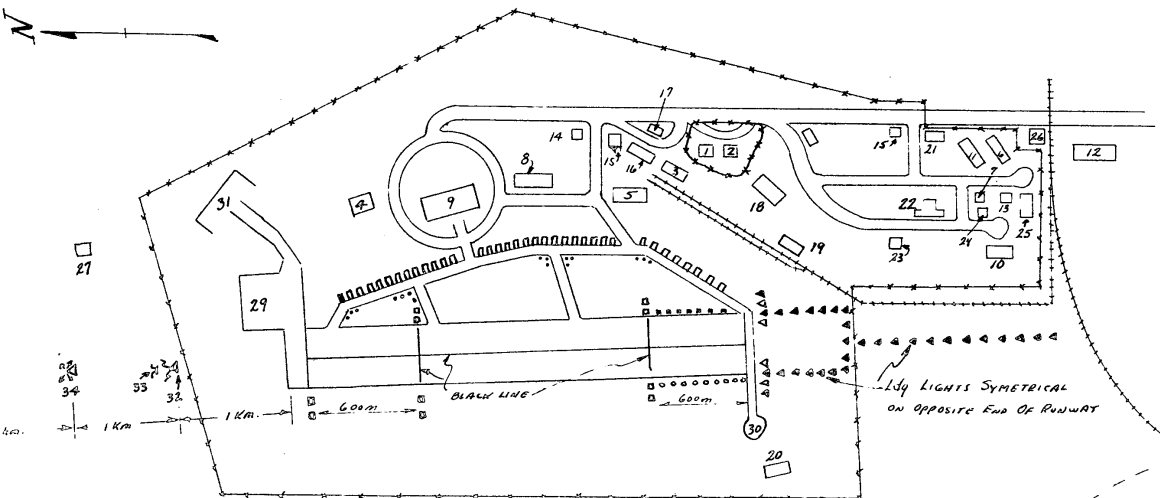


NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

PAGE 13 OF 19 PAGES



- △ - GREEN
- ▲ - RED
- - WHITE
- - RED
- - YELLOW
- - BLUE

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AGENCY AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE USAF.

CONFIDENTIAL
(DECLASSIFICATION)

AF FORM 112—PART II

APPROVED 1 JUNE 1948

#3. Section of fuel laboratory building
CONFIDENTIAL

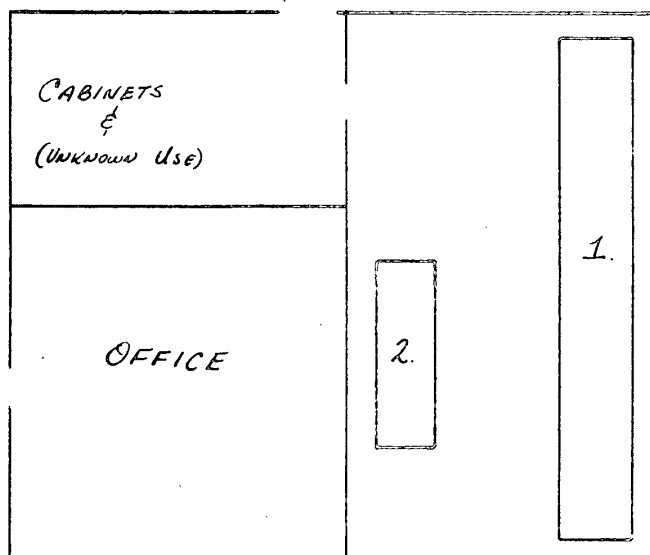
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

PAGE 14 OF 19 PAGES

25X1

FUEL LABORATORY



1. TABLE WITH TEST EQUIPMENT
2. FILING CABINETS, ETC.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL

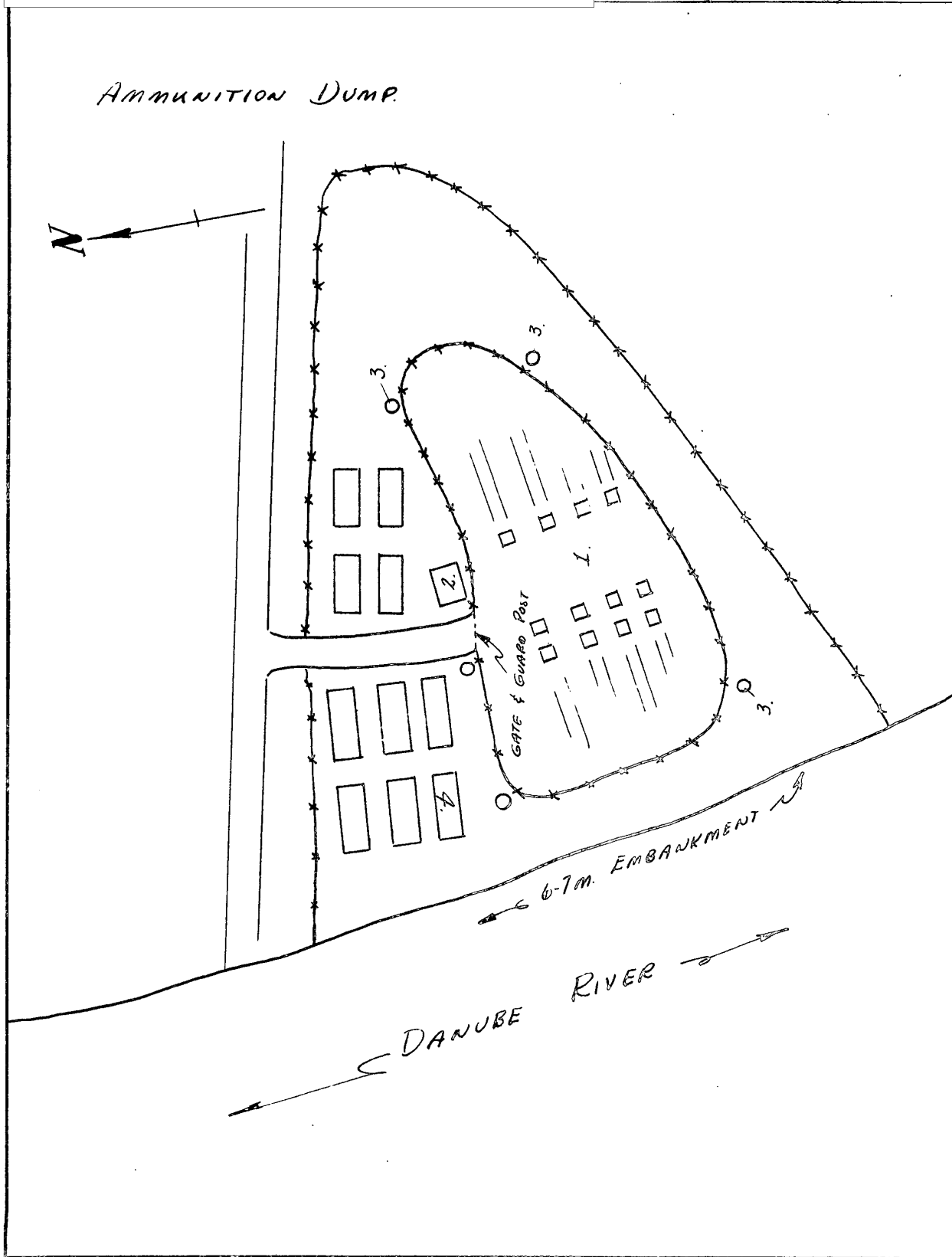
AF FORM 112—PART II
APPROVED 1 JUNE 1948

CONFIDENTIAL
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

25X1

PAGE 15 OF 19 PAGES



NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL

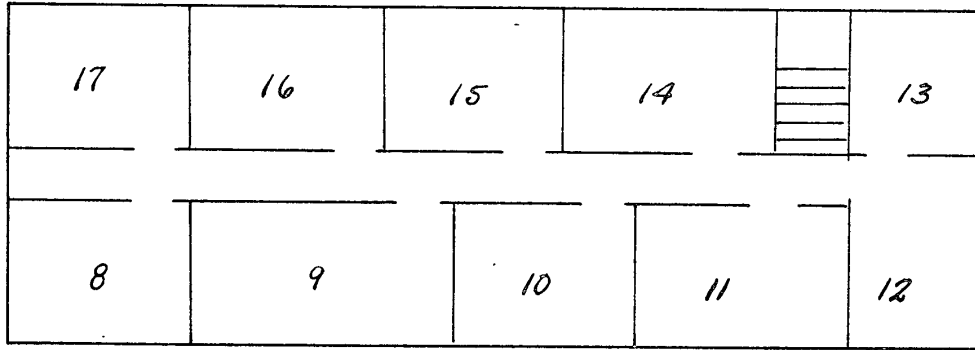
AF FORM 112—PART II
APPROVED 1 JUNE 1948

CONFIDENTIAL
(CLASSIFICATION)

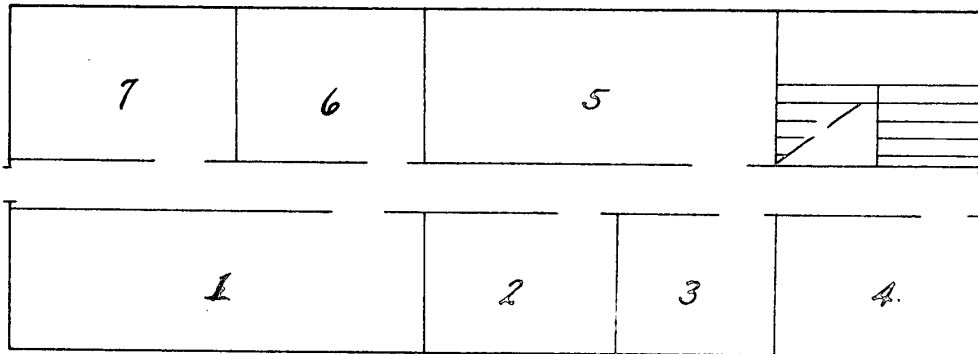
AIR INTELLIGENCE INFORMATION REPORT

25X1

PAGE 16 OF 19 PAGES

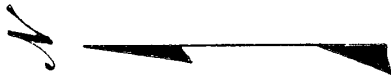


2ND FLOOR



1ST FLOOR

OPERATIONS BUILDING



NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

AF FORM 112-PART II
APPROVED 1 JUNE 1968

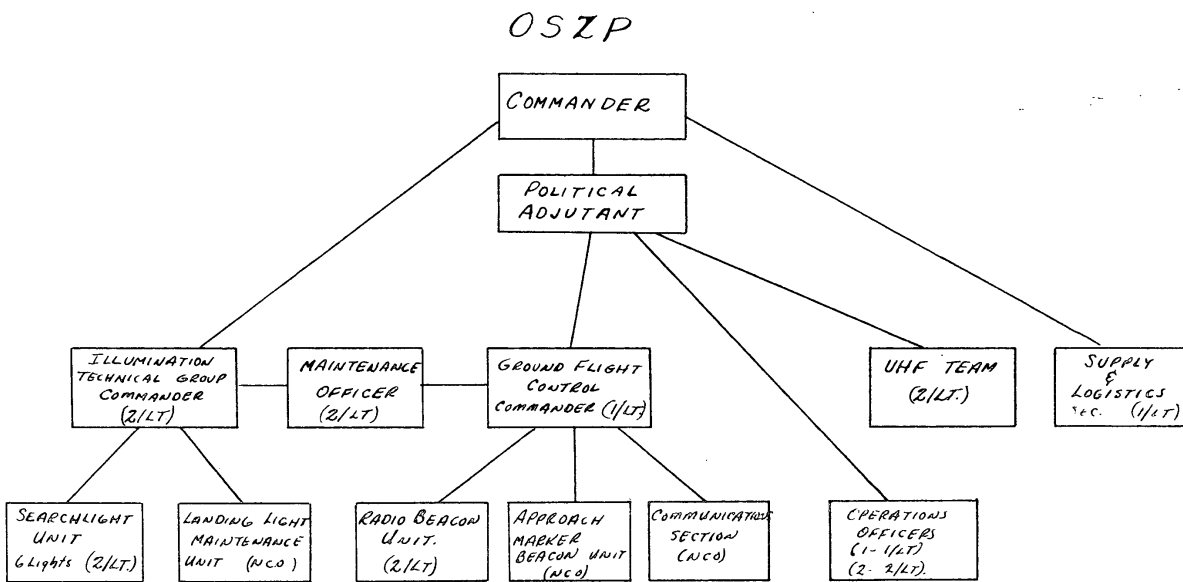
25X1

AIR INTELLIGENCE INFORMATION REPORT

CONFIDENTIAL
(CLASSIFICATION)

25X1

PAGE 17 OF 19 PAGES



NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 1831 AND 1832. IT IS TO BE KEPT SECRET AND ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

AF FORM 112—PART II

APPROVED 1 JUNE 1948

CONFIDENTIAL
(CLASSIFICATION)

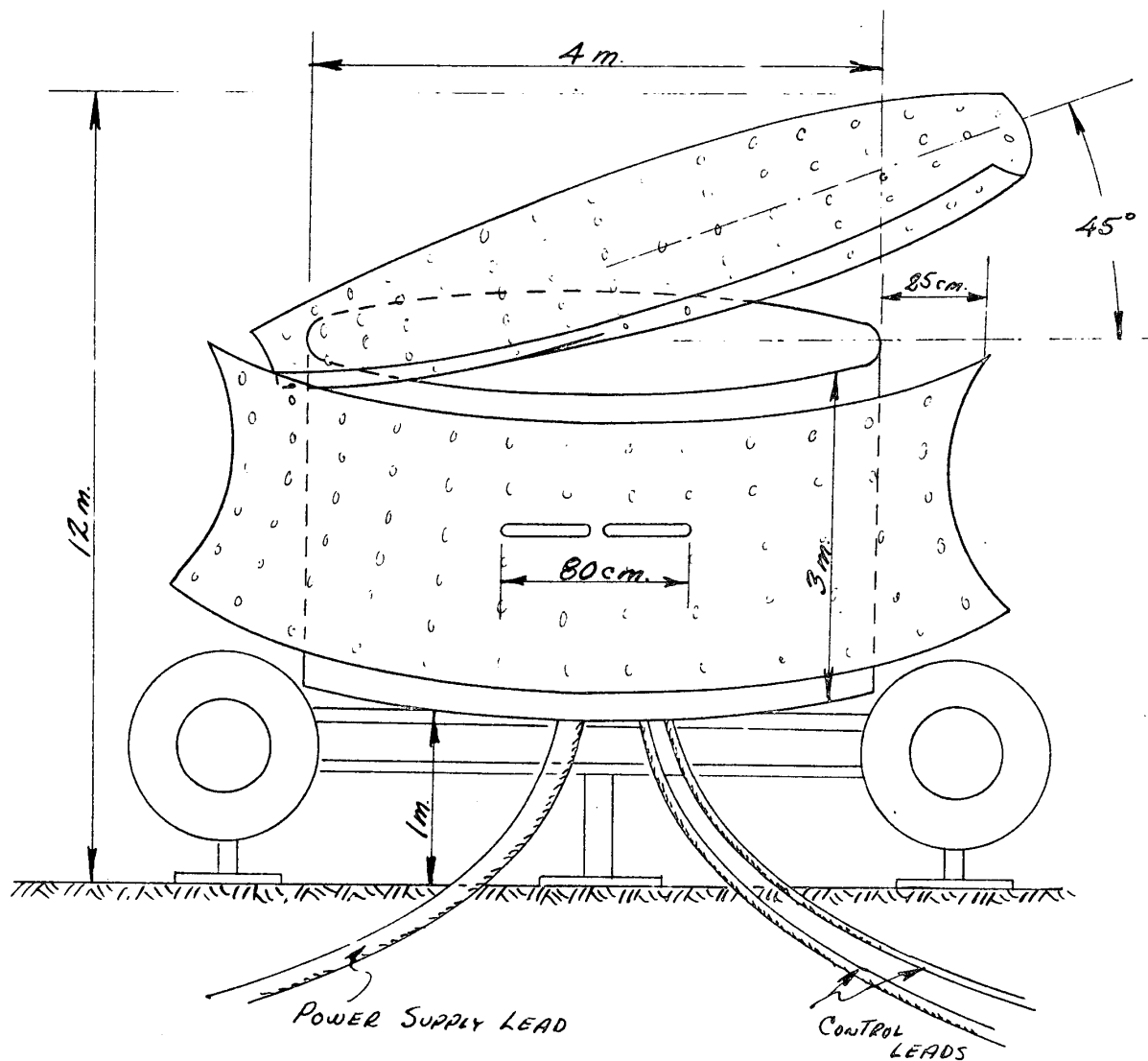
AIR INTELLIGENCE INFORMATION REPORT

25X1

PAGE 18

OF 19

PAGES



NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

AF FORM 112—PART II

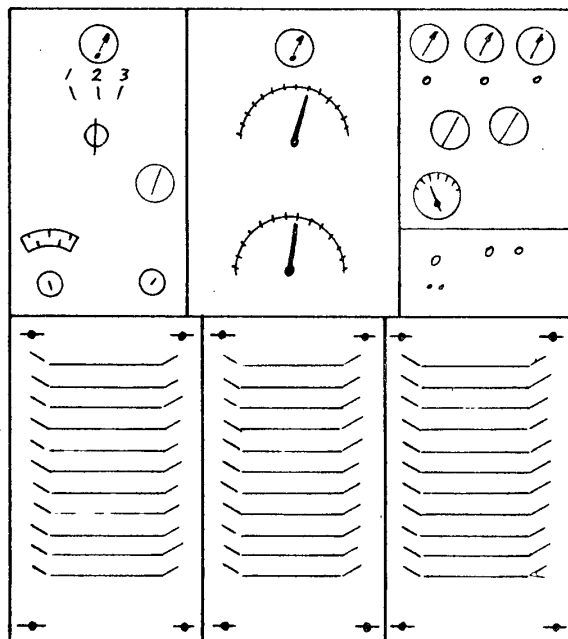
APPROVED 1 JUNE 1958

(CLASSIFICATION)

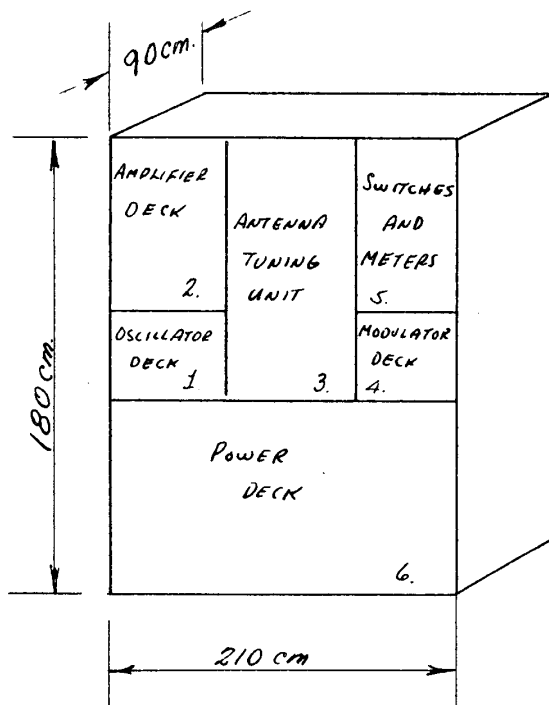
AIR INTELLIGENCE INFORMATION REPORT

25X1

PAGE 19 OF 19 PAGES



R-50, R-51, AND R-52 TRANSMITTERS.



R-50 OPERATES AT 1400-6000 Kc,
 R-51 OPERATES AT 300-600 Kc,
 R-52 IS A MODIFICATION OF R-51
 WHICH DIFFERS ONLY IN THE DETAILS
 OF THE ANTENNA TUNING UNIT.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL